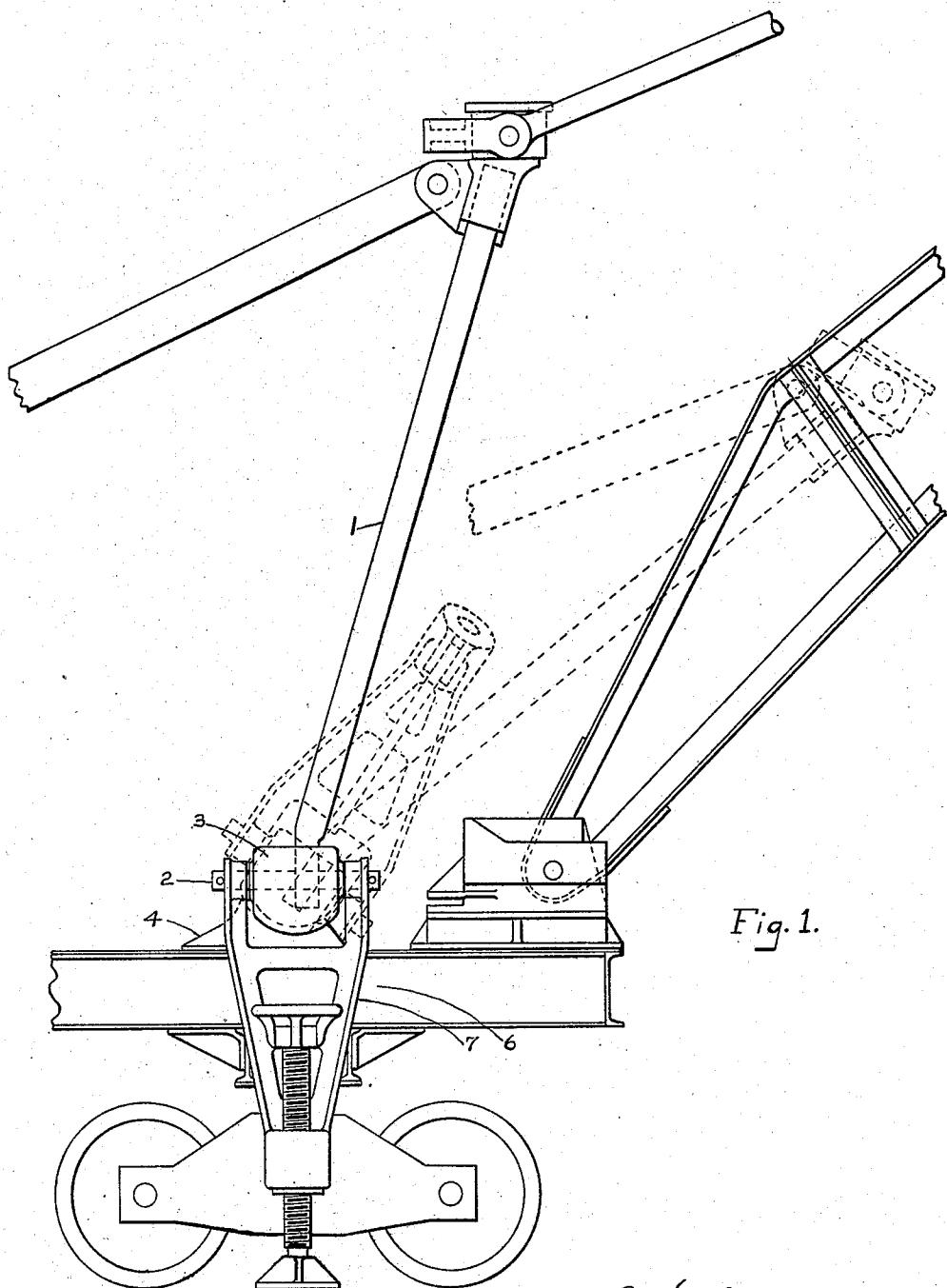


899,596.

O. HETLESAETER.
FRAME MOUNTING.
APPLICATION FILED JAN. 22, 1906.

Patented Sept. 29, 1908.

3 SHEETS—SHEET 1.



WITNESSES:

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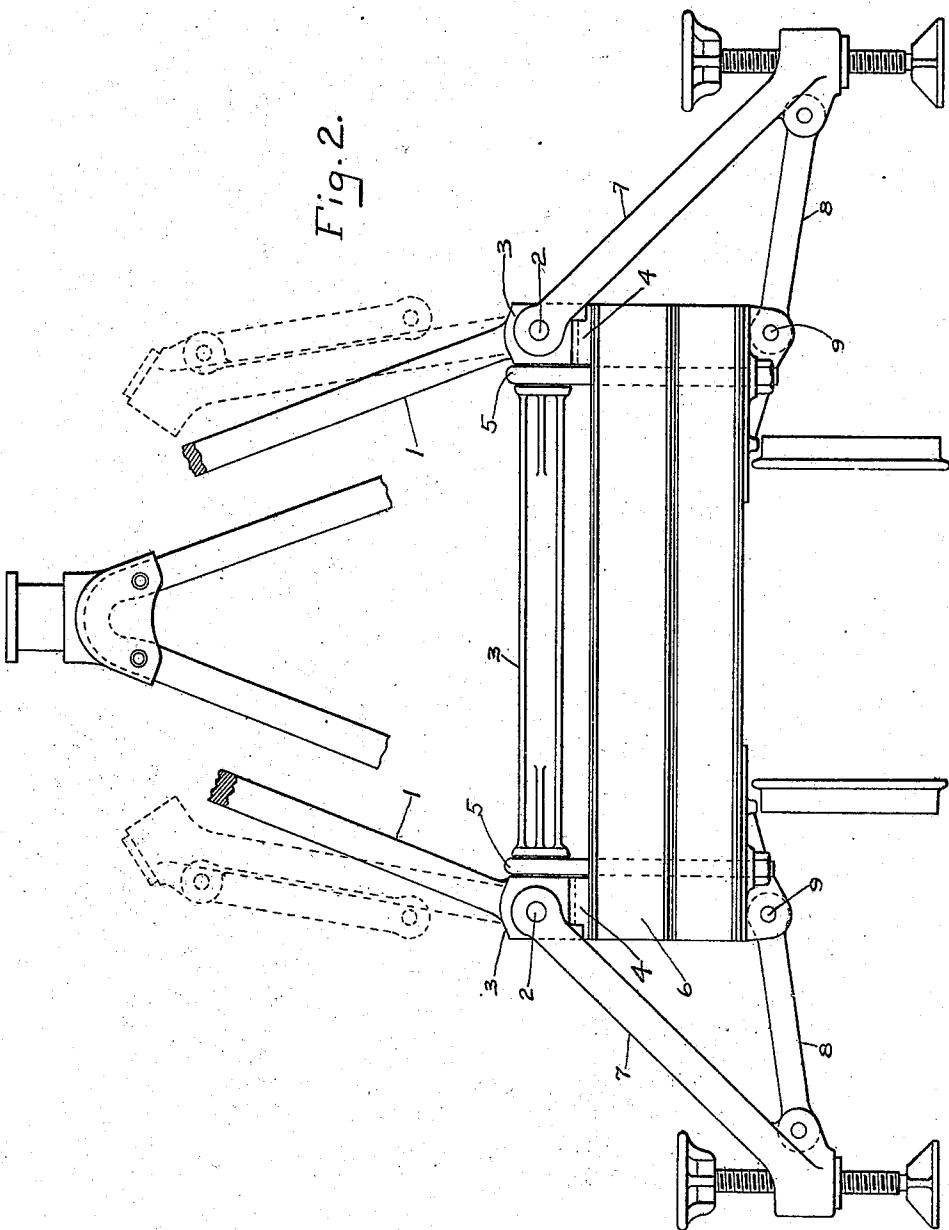
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3 SHEETS—SHEET 2.

Fig. 2.



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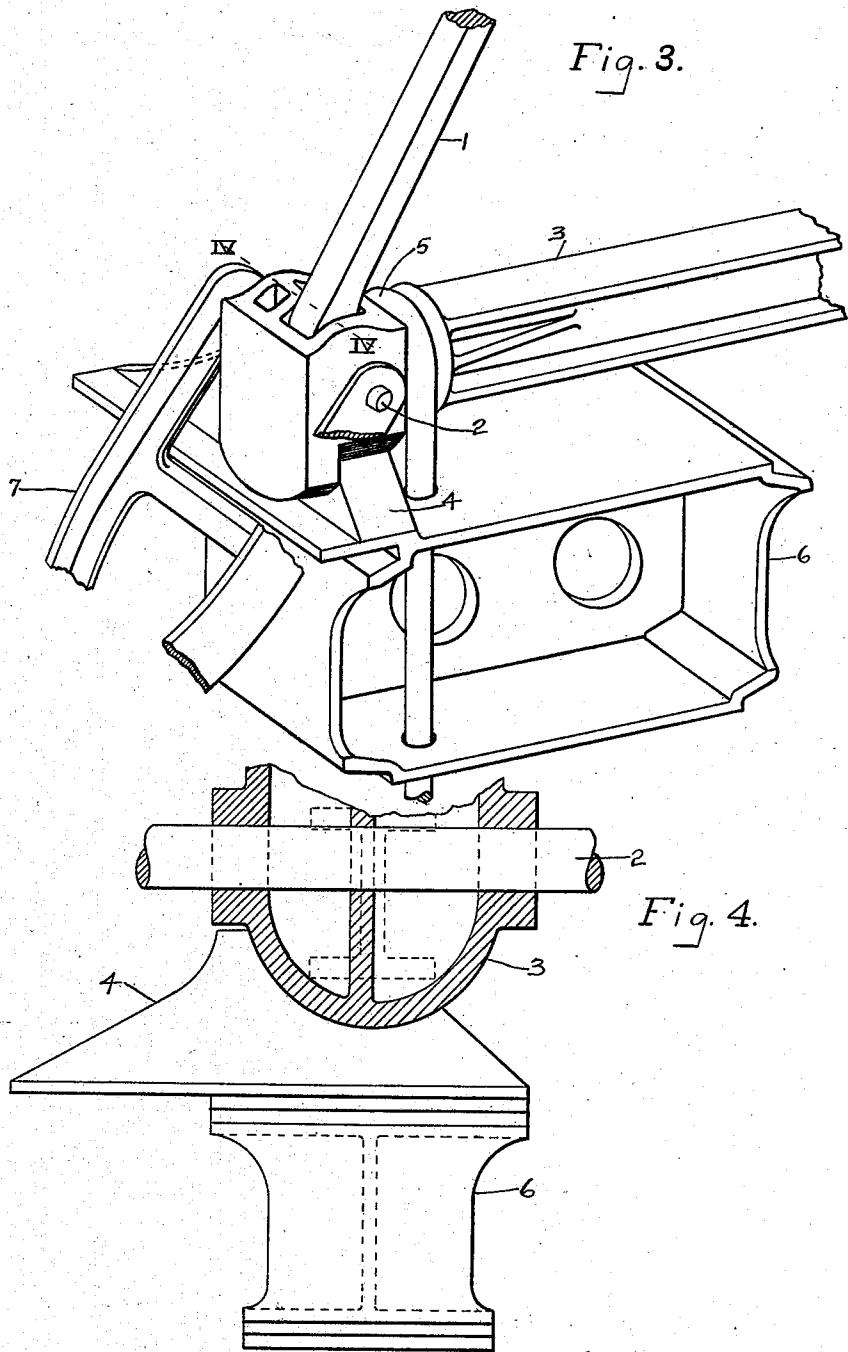
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

OLAF HETLESAETER, OF MILWAUKEE, WISCONSIN, ASSIGNOR TO ALLIS-CHALMERS COMPANY, OF MILWAUKEE, WISCONSIN, A CORPORATION OF NEW JERSEY.

FRAME-MOUNTING.

No. 899,596.

Specification of Letters Patent. Patented Sept. 29, 1908.

Application filed January 22, 1906. Serial No. 297,205.

To all whom it may concern:

Be it known that I, OLAF HETLESAETER, a citizen of the United States, residing at Milwaukee, in the county of Milwaukee and 5 State of Wisconsin, have invented certain new and useful Improvements in A-Frame Mountings, of which the following is a specification.

This invention relates to mounting of pivoted members.

This invention has utility when applied to mounting an A-frame and to mounting a steadyng arm, the A-frame serving as a pivotal support for the swingable working 15 member, while the steadyng arm limits the rocking movement which shifting of the working member might cause.

Referring to the drawings: Figure 1 is a side elevation; Fig. 2 is an end elevation of 20 an embodiment of the mounting; Fig. 3 is a detail of the mounting; and Fig. 4 is a section on the line IV—IV of Fig. 3.

The A-frame 1 is connected by the pin 2 to the rockable mounting 3. The mounting 3 rests in cradles or bearing blocks 4. The 25 rockable mounting 3 is held in position on the bearing blocks 4 by means of U-bolts 5 extending through the car body 6 on which the blocks 4 are mounted. Pivotaly mounted 30 on the pin 2 which connects the A-frame 1 and mounting 3, is the steadyng arm 7. As shown, the steadyng arm 7 has the tension bar 8, which, when in working position, braces the arm 7 relative to the car body 6.

The tension bar 8, when in working position, 35 is connected to the car body by the removable pin 9. To bring the steadyng or jack arms 7 up over the car body, as in moving from place to place, the pin 9 is withdrawn 40 and the pivotal mounting of the arm 7 thereby permits swinging of the arm 7 about the pivot 2 to the dotted line position shown in Fig. 2. From the particular mounting shown herewith, when the A-frame is lowered 45 down, as in shipment, the jack arms will also be moved in this second plane, taking a position shown by dotted lines in Fig. 1.

This invention relates specifically to a 50 mounting for the A-frame of a steam shovel or other form of excavator, derrick or the like, which is mounted upon a car or cart body, the intention being to provide a mount-

ing by which the steadyng arms will support the A-frame and the thrusts transmitted therefrom independently of the car or cart 55 upon which the A-frame is mounted, thereby relieving the car or cart from those severe strains to which the ordinary forms and constructions of this class of apparatus subject them.

In its essential features the construction embodying this invention and disclosed by this specification consists in providing a frame with supporting bearings or the equivalent upon a car in order that the parts 60 65 may be retained in position for transportation without disassembling them, and in providing steadyng arms by which the A-frame is adapted to be supported from the ground or blocking, as the case may be, when the 65 apparatus including the A-frame as a part of its structure is in use.

It must be distinctly borne in mind that the steadyng arms 7 disclosed by the drawings accompanying this specification are not 70 75 steadyng arms in the ordinary sense of the term.

As a steam shovel is ordinarily mounted upon a car for example, side stresses put upon one leg or the other of the A-frame tend 80 to twist or turn the car, and the steadyng arms are used to keep the car from turning, the strains and stresses in all such structures known to me being transmitted from the A-frame through the car body to the steadyng 85 arms, or through a casting, or an equivalent device secured to the car body.

In the construction herein disclosed, the steadyng arms 7 are in effect continuations 90 of the legs of the A-frame, the specific structure disclosed being that best adapted to the conditions under which it is required to operate this class of devices.

The rockable mounting 3 in the structure disclosed is a compression member instead of 95 a tension member, as would be the case if the steadyng arm 7 were attached in the ordinary way, the two steadyng arms 7, mounting 3, tension bars 8, and frame of the car forming a truss support for the A-frame, as 100 clearly shown by Fig. 2 of the drawings.

By this construction there is provided a common mounting for the A-frame and jack arm, one pin serving for both. The assem-

blage is such that with a minimum number of parts, a compact, strong and efficient mounting is produced.

What is claimed and it is desired to secure by Letters Patent is:

1. A frame, a rockable mounting therefor, and an arm on the mounting.
2. A frame, a rockable mounting therefor, and an arm pivoted on the mounting.
3. A frame, an arm, a mounting, and a pin for connecting the frame, arm and mounting.
4. The combination with a car, of an A-frame provided with two downwardly diverging legs, a mounting, two steadyng

arms, and two pins, one pin uniting an end of one steadyng arm with one end of the mounting and one leg of the A-frame, the other pin uniting an end of the other steadyng arm with the other end of the mounting and the other leg of the A-frame, and means for 15 uniting said steadyng arms.

In testimony whereof I affix my signature in presence of two witnesses.

OLAF HETLESAETER.

Witnesses:

GEO. E. KIRK,
G. F. DE WEIN.